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### Jacob and His Ladder.

The most fruitful direction of the Union Pacific inquiry seems to be, as it was perhaps intended that it should be, in respect of the Wall Street, or, not to be invidious, the Pine Street aspect of that marvellous corporation. The Interstate Commerce Commission appears to be possessed of a scientific but sanctified fervor for facts, and enjoys them with less nervousness than was manifested by the Armstrong committee. It also recalls that committee in possessing a Hughes of its own-two of them indeed, if we be not mistaken.

The scope of the inquiry when it shall be resumed here is to be both broad and meticulous. Mr. JACOB SCHIFF, who is Mr. HARRIMAN'S other self in the arts and practices of haute finance, has been cited to appear before the committee, and Mr. KELLOGG will assist him to unlock the treasuries of his memory. He will be invited to review his sale of Union Pacific preferred to the Equitable, made at the time when he and Mr. HARRIMAN company and when the latter was the guide, patron and mentor of the young TELEMACHUS HYDE, of whom the philosopher Dooley has sagely remarked that "if he had had a little more sinse he'd a been half witted."

Mr. Schiff, with his memory refreshed and restored from the singularly debilitated condition that it presented when he was being stimulated by Mr. HUGHES, will now remember better the circumstances of his and Mr. HARRIMAN'S sale of Union Pacific preferred, through HYDE, to the Equitable; and Mr. SCHIFF and Mr. HARRIMAN may also be tempted to disclose the secret of their attachment and affection for this particular Equitable stock, and the failure of their efforts, so far, to buy it back from the insurance company. We can understand and sympathize with their desire to recover it before Mr. ROOSEVELT should launch at them an inquiry so inconsiderate and so inquisitional.

In the light of what the committee has already elicited it will be of the most fascinating interest to the public, not to say of the profoundest importance to the inquiry, to learn from Mr. SCHIFF what he knows of the circumstances attending the memorable increase in the Union Pacific dividend and the manner of imparting the information concerning it to the stockholders of that corporation, both here and abroad. Lest Mr. SCHIFF's memory should again betray him, perhaps it would be well for the Interstate nerce committee to summon before it the proper authorities of the Stock Exchange Clearing House with their balance sheets of appropriate dates. From these documents, eloquent of the transactions that marked the memorable occasion, Mr. SCHIFF could not fail to revivify his memory. He may even be able to give a clue to the nature of the operations in the London market at that time, and with the aid of the sheets in question he could probably indicate the international houses through which the transactions were effected. This would be a great, an invaluable service, and the committee would be intensely grateful. It would serve to elucidate the nature and the extent of those "finance bills" which are hanging over the London and Paris money markets in such prodigious volume and which are causing such uneasiness to the learned correspondent of the Evening Post.

We trust that Mr. SCHIFF will not fail to appreciate the delicacy with which we have thus pointed out his approaching opportunities. Once stimulated, there is no telling to what lengths his intellectual fertility may not carry him. He might even explain the resignation of himself and of his esteemed family from the board of directors of the Union Pacific. The quarrels of lovers are but the renewal of love, and the resignations of SCHIFFS are but the consecrations of tender liens. What would be easier than that Mr. SCHIFF should inform the committee that it is not the part of wisdom to be content with disclosing what the Union Pacific paid for the several stocks contained in its unrivalled collection? The important, the all essential thing to be learned is, What did those stocks cost the individual members of the board of directors in their separate or joint capacities before they sold them to themselves as trustees of the Union Pacific corporation? What did Mr. HARRIMAN pay Mr. STUYVESANT FISH for his stock. and why was all his other stock previously acquired turned in at the same figure? What, and we really blush to propound such a question, did Mr. Schiff's own stock cost him? And how much did the other shrinking participants in the dissection of this marvellous pumpkin-Mr. JAMES STILLMAN for instance-how much did they pay for their allotment of pumpkin seed?

Mr. SCHIFF is a mine of knowledge. He knows all about it. Why, Mr. Schiff, at a pinch, could point out the accounts. the very accounts on the very books, where all and several these prodigious transactions are enumerated and recorded. The brokers who bought and the brokers who sold still live and suffer in Wall Street, and there has been no devastating conflagration to sweep away their ledgers.

The whole subject is of the most fascinating. Nothing else so enchains the

envied and more admired than Mr. Han-RIMAN, whose early daguerreotypes are eagerly contested for by the popular magazines? What other spectacle so provokes to ecstasy as that of Addition, Division and Ostentation? And to think that the poor lad, if he had been half witted, might have shared in it all on even terms! It almost provokes the furtive tear.

The Salvation of the Great Dam. The attention of the President of the United States is respectfully and urgently directed, at this critical juncture, to the Furnaceville Iron Company, at 120 Broadway, in the city of New York.

It is announced that the great dam at Gatun, upon the line of the proposed Panama Canal, will have to be abandoned because the contemplated site of it is found to repose upon soft mud. Furthermore it is announced, without due reflection, it seems to us, that the sea level or lockless plan must in consequence be substituted. Not at all. If the President will deign

to instruct the Panama Canal Board and its constituent engineers to investigate the extraordinary proficiency of the Furnaceville Iron Company in dealing with the obstacle known, classified and described as mud, he, the President, will see at once the solution of the whole dam difficulty.

The Furnaceville Iron Company had a contract for the deepening and enlargement of a section of the Erie Canal under the auspices of the Hon. GWASH AL-DRIDGE (at present, by the indulgence of Providence, Railroad Commissioner of this State and guardian of the Executive). In fulfilling its contract it encountered a vast quantity of mud, which it excavated with ease and an admirable grace only to discover an infallible process for transmuting it into tough, hard and undeniable rock. It was shown by scientific demonstration at Albany that there was were trustees of that opulant insurance no question of the Furnaceville company's ability to establish the quality of the mud as rock just as thoroughly before as after the act of excavation, and the irrefutable evidence of that fact is to be found to-day in the records of the State Treasurer, where it may be seen that its said excavation was paid for as rock and not as mud, all cavil and censorious incredulity to the contrary notwithstanding. It is true that the price of excavating rock was very much higher than the price of excavating mud, but that, naturally, had nothing to do with the case.

We should be grossly remiss in our duty toward the President, the Panams Canal and the country did we fail to bring to his notice the infallible means of saving the Gatun dam which resides in the resources of the Furnaceville Iron Company, capital unlimited, EDWARD HENRY HARRIMAN ex-President and proprietor, 120 Broadway, New York city.

## The Personnel of the Navy.

Perhaps it is too much to expect tha the new navy personnel bill will be enacted into law during the present session of Congress. Many hope that it will be, but few really look for the much desired consummation. Nevertheless the measure should receive prompt and favorable attention. It is not perfect, perhaps; what human contrivance is? But it promises so immense an improvement that there can be no serious controversy in the premises.

To put it in a nutshell, the proposed promotion in the navy line from that of longevity to one of ascertained and proved merit. It substitutes for the ancient system of retirement for age alone a system of retirement, at every stage of the procession, for mental, moral, physical or professional disqualification. It insures for command rank the very best equipment at the disposal of the service, and it guarantees the gradual elimination of the incompetent. The operation of the proposed law will be to furnish the American navy with flag officers who still retain their powers and enthusiasms, and who still have many years of knowledge, competency and address to give to the service. The operation of the law as it stands to-day is to produce Admirals ready to retire for age and to rob the country of all fitness and experience. The effect of the new scheme. should it become law, will be to secure for command and flag positions the very finest material at the disposal of the Government.

The law should be enacted. It has the warm approval of the President, the Navy Department and all the officers who have confidence in themselves and are inspired by honest and unselfish devotion to the service.

# Mob Rule.

On July 22 of last year a conductor of the Brooklyn Heights Railroad Company, one of the constituent concerns of the Brooklyn Rapid Transit, caused the arrest of a passenger who refused to pay the second fare exacted of all patrons of the corporation's Coney Island line, which consists of portions of several steam and street railroads. The arrest was in violation of the company's rule covering such cases, which is that passengers refusing to pay shall be ejected from the cars, and shall not be given into custody. The prisoner was taken before Justice GAYNOR of the Supreme Court on a writ of habeas corpus, the company's lawyer joining in the request that he be set at liberty. On August 11 Justice GAYNOR released the relator from custody, and in his decision gave as his opinion that the company had no right to charge more than one fare for a continuous ride over its line or the lines of

roads under its control. This declaration of Justice GATNOR'S belief was opposed to a decision of the Appellate Division of the Supreme Court. which had sustained the company's the company's right to charge two fares was not before him. The company was not a party to the case. Under normal circumstances it would have caused no particular disturbance. The conditions in Brooklyn at that time were not normal, however, and the result of Justice public imagination as the tragedy of GAYNOR's obiter was a series of riots lastwealth. Who is there to-day more ing forty-eight hours, which finally com-

illed the company to annul for a time its Coney Island service. In inciting th riots the President of the Borough of Brooklyn and his official subordinates were conspicuous, and the Sheriff of Kings county played a disgraceful part, antagonizing the police in their attempts to maintain order, and encouraging, by his attitude, the rioters among the pas-

After five days of disturbance the company consented to issue checks to all passengers paying the second fare, these to be redeemable for the amount of the fare in case the Court of Appeals should decide the charge was not in accordance with the law. This compromise was effected by President McGowan of the Board of Aldermen, at that time Acting Mayor. Under its terms a case was brought before the Court of Appeals, in which the matters in dispute were submitted for judgment. This is the case decided by the court on Tuesday, and the right of the company to charge two fares is unanimously upheld by the high-

est judicial tribunal in the State. In the course of the disturbances the lines of the company, one young woman lost her life, many persons were assaulted, numerous individuals received painful injuries. Numbers of men of bad reputation from all parts of the metropolitan district went to Brooklyn expressly to join in the fighting. They considered themselves the guests of the Borough President and the Sheriff of the county. They were urged to join in a great popular movement for the preservation of their rights and the punishment of a law defying corporation. High public officers in speeches, interviews and proclamations urged them to violence and crime, advising the destruction of the company's property and assaults on its employees. They were assured that they enlisted in a holy cause, protected by the gown of a Supreme Court Justice, and captained by the elect

of the people. This is the history of the Brooklyn Rapid Transit riots of 1906. It exhibits borough and county governments of Brooklyn as the inciters of violence and bloodshed. It shows that a Justice of the Supreme Court may fall into error, and it should impress on the public generally the unwisdom and absolute folly of attempting to substitute the rule of the mob for the rule of the law.

## Hanks, Likewise Harriman?

Would the Senate of the United States be graciously pleased to procure for THE SUN, or to direct to be forwarded to us, photographs, separately or in a group, of Messrs. HANKS and HARRIMAN, those two remarkable citizens of this country who at the present time are discharging the intimate and important duties of overseers of the Interstate Commerce Commission? THE SUN is credibly informed that, as nearly as can be ascertained, such is a correct description of the functions which these extraordinarily able men discharge in, to and about the Interstate Commerce Commission, and only a sophisticated affectation of ignorance, of which the Senate is quite incapable, could enable it to evade momentarily its constitutional responsibility for their employment aforesaid or for the substantial emolument which they draw from the Treasury of the United States.

As to the desire of THE SUN for their photographs, we can only assure the Senate that it is inspired by the holiest of motives, and that the uses to which they may be put will be only those which the lofty sentiments and exacting taste of the Senate itself would applaud.

# Revelry in Boston.

After many struggles and tribulations Boston has got what she thought she wanted; and apparently she doesn't want it. She put her foot upon the semicolon law. She welcomed as if it had been a new religion the liquor law which allows certain Boston hotels to sell rum until midnight. Giddy expectation thrilled her. At last the "lid" was lifted. Boston was to be "gay." New York and the devil were no longer to have all the fun. Curfew was not to ring upon a parched town. She would hear the chimes at midnight and many a cup of the forbidden wine should pay the penalty of the long insolence of the General Court. DIONYSUS, ever young and fair. was to come out of the Art Museum and ride tigerback through the restaurants. The lost Bacchante would show herself with impunity in the wild night. Munich, Vienna, Paris, New York were to smile kindly and alcoholically on their reformed Puritan sister. The home of thought was to be the palace of sport.

Drop into one of the best known Boston hotels on the night when the 12 o'clock law went into effect. "There were about thirty men and women in the café at 11 and a dozen in the main dining room." In the latter "not a drop of liquor was in evidence and at 11:50 not a soul was to be found there." As we expected. The desire for liquor and late hours has been atrophied in Boston by long disuse. The persons who waited in that dining room waited to see what reckless and abandoned citizens would dare to be seen drinking at that intempestive hour. They waited in vain. The good stayed out of their beds in the hope of glaring at the bad, but the bad knew better than to face public indignation.

Some strangers, mostly actors, turned up in some hotels, gobbled a hasty meal and poured down mild damnation. It doesn't make much difference, perhaps, what becomes of strangers, but they ought not be allowed to set a bad example. The General Court should look after these interlopers. Some of them are well punished already. Under the provisions of the admirable and liberal law which was to give so much happiness to Boston you cannot have a drink right to charge two fares. It was of no sent to your room in a hotel after 11. legal force or weight. The question of The bar is closed. If you are shameless enough you can go into the dining room and face the electric lights and the Gorgonian glare of Boston virtue. There is no more effective cure for the drink habit.

A hotel clerk makes the sensible pre diction that less liquor will be used under the new law than under the old. The Bostonians have had their liberties en-

in other directions. They are happier under restraint. They are getting plenty of it, especially of Sundays. The Hon. JOHN BUTIN MORAN, that last, best joke of Fate to Boston, is howling with a million voices and typewriting with a million machines. It is a violation of the Sunday laws to bake beans or to die on the close day.

We can't understand how the citizens of a town so blessed complain that the trains to New York are too slow.

We are invited by Mr. ANDREW CARNEGIE to inform him, either thus publicly or by private communication, whether THE SUN recognizes that changes in spelling are needed and would favor the appointment of a joint commission of the two English peaking nations.

We reply with alacrity and frankness that if the Simplified Spelling Board and the Executive Department of the United States Government are to participate, we should doubt the advisability of proceeding by international commission just at present. It will be some time-perhaps many month before any renewal of activity for spelling reform on the part of either of the author ties mentioned is likely to be taken seriously by the English speaking public.

Mr. James Stillman, whose appearance before the Interstate Commerce Committee in the matter of the Union Pacific inquiry had been invoked or was to be invoked by a subposna, has very properly shown a preference for the waters of Marienbad, and has departed thither on a swift and com fortable steamer. This proceeding in the case of Mr. STILLMAN will be regarded as the equivalent of a vindication.

What has become of the People's Lobby is it in open session or in secret thought How can anybody play bridge with entire detachment and enthusiasm unless he knows that Congress is watched by the sleepless guardians of the people? The American rederation of Labor does much, but even its labors need to be supplemented by that other masterly institution, the People' Lobby. With that and the initiative and referendum our country ought to be rea sonably safe.

Breakers ahead for DEYDEN .- Pitteburg Dispate Far above the breakers he sits on his accessible rock, nor heeds the storm that howls along the sky. Let the breakers break, as the Princeton ode says. Glorious JOHN is high and dry, though his feet may be a little cold.

ROOSEVELT looks pretty good to me. He makes a mistake occasionally, but who doesn't?—The Hon JOHN LAWRENCE SULLIVAN. Strenuous, frank, a man of good will,

Mr. SULLIVAN is not slow to applaud a sympathetic character. The snobs of literature might possibly look down with contempt upon a gathering of advertising men.—ROBERT C. OGDEN to the Sphing Club.

Why this slur upon genius? Surely the roducers of "best sellers" and the "matinée idols" among our famous authors are adepts at advertising. There is, for instance-but why add to his modest confession by naming him?

## THE DUTCH INVESTOR.

His Principle of Investment-What He Wants, What He Sells, What He Holds. TO THE EDITOR OF THE SUN-Sir: Among he items of "Gossip of Wall Street" which peared recently in your esteemed paper is paragraph commencing thus: "The Dutch

vestor who owns a share of St. Paul." Permit me to say, in order to remove ssible wrong impression which conveyed by the above remark, that the Dutch investors have long since parted with their holdings of St. Paul stock.

From the American point of view Dutch From the American point of view Dutchmen may be considered somewhat peculiar as to their choice of American securities for investment: that is, for a purchase as "a hold" for a more or less prolonged period, not for a quick turn.

Years ago when St. Paul common paid a smail dividend and was selling away below par was the time when Holland was interested in this stock to a considerable extent.

On the whole the Dutch investor follows very closely the developments in the United

On the whole the Dutch investor follows very closely the developments in the United States. He has time to read not only the American financial papers, but he also reads in their original language the comment on American affairs as given by the German, French and English press. The Dutch investor to-day has as much faith in the future

In their original language the comment on American affairs as given by the German, French and English press. The Dutch investor to-day has as much faith in the future of this country as at any time during the last fifty years, when he became interested in the securities of its railroad and industrial corporations. However, he buys them when they are selling at a big discount, and then patiently awaits the realization of the promises held out at the commencement of each corporation's career. Experience has taught the Dutch investor that, given good management, the ultimate results of the greater majority of American enterprises will far exceed the most sanguine expectations entertained at their conception. Patience will be fully rewarded for the steadfastness of faith in America's future.

It thus happened that some five and twenty years ago Holland had gradually accumulated the majority of Michigan Central stock. One day William H. Vanderbilt awaikened to this fact, and fearing some antagonistic railroad plot he cabled over to Holland to inquire why they had bought all that stock. The laconic cable reply stating the exact truth in the matter read briefly: "Because price low." Those were the good olden days when stocks of this character sold in the fifties; to-day at 175 the Dutch interest has ceased in that property. The same tactics were followed in Northwest, C. B. & Q. Great Northern, Union Pacific and St. Paul. Don't conclude from this that the Dutch have reduced their monetary interests in this country through those sales. On the contrary, they are financially interested in American securities to as great an extent as everbefore, but chiefly in the low priced ones, for those companies have not yet reached their senith of prosperity. The Dutch are of the opinion that these low priced stocks will show a handsome advance, for they reason that it takes ten years at 5 per cent. Interest to bring about results far in excess of their expectations. Much money has been made by investing in bonds whose interest char

The Call That Failed. TO THE EDITOR OF THE SUN-Sir: Far and wide here has been considerable confusion in the pub there has been considerable confusion in the pub-lic mind regarding the circumstances of the Presi dent's failure to pot that Albemarie county turkey While your editoral of January 2 measurably dissipates the cloud of gossip and conjecture sur rounding the affair, your somewhat pessimistic view of the illustrious McDaniel's sportsmanship

is disquieting to your Southern friends, among whom I number myself.

Such things are sufficiently disturbing to Southbut when we are led to believe covered the President of the United States, aided nd abetted by Dick McDaniel, prince of turkey callers and pride of Albemarle county, in the act of blazing away at a turkey gobbler hoppled to the landscape—we feel, and we believe we know, that the sporting traditions of the Old Dominion, from Pamunkey Court House to where rolls the noble Chickshominy, lie dead and withered on the BUDD WARFIELD.

TUXEDO PARE, January 7.

The Negro and the Navy. TO THE EDITOR OF THE SUN-Sir: Your illuminating article in THE SUN of January 8 on the color line in the army moves me to ask why there is not a color line in the navy. There are plenty of negro seamen, and they mess and live with the whites. There is no discrimination, nor have I ever heard of a case of conflict in twenty-five years of familian knowledge with naval affairs.

Navai officers have always spoken well to me of the morale of the colored seamen. variably considered amiable, obliging and reliable, and much less addicted to drunkenness and disrder than their white companions. NEW YORK, January 8.

AROUND THE GALLERIES.

When an author has turned out a doze fat books, when a composer sees ranged on his pianoforte half a dozen operss, the glow of self-satisfaction known as artistic pride may be warranted; yet both writer and musician base their egoism on memory images—they must summon by distinct acts of volition the various ideas, episodes situations and music of their respectiv works. Not so the painter or sculptor, if he be courageous enough to gather under one roof the representative production of years. There, staring him in the eyes, are his creations. Twenty years ago he painted that girl's head-where? me see. Oh, yes; it was near the old mill at Moret-no, it was at Cos Cob. Yesterday's efforts jostle the first fruits of his wanderjahre, those happy and never again to be recaptured days when, tossing tradition to the wind, he painted as he pleased, letting the devil take the hindmost

usually his last master. But it is not every artist who has either the courage or the chance to hold such retrospective exhibition. It is not easy to get together your early, your transitio your periods of day before yesterday. J Alden Weir has done all this, and the re sult may be enjoyed at the Montross Gallery, 372 Fifth avenue, until January 15. It is, strictly speaking, a comparative exhibi tion, with J. Alden Weir playing solo; and it may be confessed at the outset that the usual monotony incidental upon one-man exhibits is missing. It is a wise painter who knows how to shift his point of view. Mr. Weir knows how-furthermore, his palette contains several scales of tones, and, bes of all, he is not the victim of any school of method, but is the keen analyst of all and practitioner, though in an individual key, of the impressionistic manner of seeing the forms of nature.

There are twenty-three pictures and more than thrice as many etchings. Among the former landscapes and open air subjects are in the majority. Half a dozen of the landscapes were painted last summer There is the head of a French peasant girl done more than two decades ago; and interesting it is. His recent portraits, "Memories (No. 20) and "The Rose Pink Bodice" (No. 21), show careful, intelligent workmanship though the results are not altogether brilliant. A suspicious insincerity is felt in the first of these. The lady is not in arnest. Her hands are almost claws, especially the left hand. It is curious to note that Mr. Weir's painted hands seem actual evasions of the technical difficulties the modelling is empty, the flesh tints unhealthy. The women of these portraits have intelligent eyes; yet they do not impress one as real-as real, for example, as "The Gray Gown" (No. 14), which is an admirable presentment of a single fact-a seated woman, who diffuses the charm of her personality through the medium of the painter's brush. The flat tones, the quality of gray and the simplicity of the rendering easily rank this portrait

as the best in the gallery. The hands are

well hidden. Several early landscapes are to be Willimantic" (No. 23) is a sober and solidly depicted picture of some mills, with trees in the foreground. It is so strong and so truthful that it would have pleased such an uncompromising realist as Paul Cezanne, yet it is a picture that makes the appeal immediate. More lyric are the landscapes A Day in June" (No. 1), with its soft summe sky, through which lazily float dim white cloud hummocks. "The Return of the Fishing Party" (No. 5) is a charming composition, with that flair of a modernized Watteau to be seen among the neo-impression ists-Guérin in particular. Mr. Weir probably has never seen Guerin or the young Parisian revolutionists. He has only re alized the delicate joy that abides in tender green woods where the atmosphere is moky enchantment, through which move human beings who are by the painter's magic given a dream life. It is of interest to examine the workmanship of these There are tapestrylike effects, pictures. so closely spun is the paint web. Some suggest the fat duotility of a pastel. greens in some have that fresh dewy tint that may be caught after dawn, when the spring has just come. It is incomparably a green that the poet alone may express Mr. Weir employs with discretion the "spots" of the impressionists; but he so contrives as to modulate and link his tones without isolating them in the bald fashion of the extremists. Weir's paint always flows He handles complementary hues, as in the "Red Bridge" (No. 8), with telling effect. "The Donkey Ride" (No. 17) is tapestry again; as a composition it is huddled. There are lovely clouds in No. 18, "Ploughing for Buckwheat"; indeed, the clouds are the real picture. Variety rules throughout in theme

and treatment. The etchings are of interest. A solitary opper engraving is also in this room. It is called "Arcturus," and is an essay in the symbolic, with possibly an eye on Albrecht Dürer. How much more successful in etched portraiture is the artist than in oils-always excepting "The Gray Gown"may be observed in the heads of Dr. Robert F. Weir, John F. Weir and H. C. Weir. "Castle Russian" (No. 48) is a capital plate -not without Whistlerian hints. Whistler and Seymour Haden too. A humorous trait is shown in No. 58, "Statue of Liberty. A tramp sits asleep on a bench. He is statue, free enough as far as his pose. In the far distance is a pin point that is unmistakably the Bartholdi statue. irony is microscopic, yet none the less

There is no particular moral to be gleaned from the J. Alden Weir exhibition-he has improved, and his earlier pictures are as enjoyable as his later. He is an artist of force, charm, versatility, and when he gives us another exhibition these qualities, no doubt, will be quite as much in evidence All real artists improve. All real artists have their ups and downs of indifferen days, brilliant moods and dull. Mr. Weir is no exception. So we shan't moralize over his work; merely recommend the spending of an hour at the Montross Gallery. It will be a pleasing one

Knoedler's, 355 Fifth avenue, shows the Theobald collection of Whistler's etchings, a famous collection comprising 241 examples. There is nothing new to say of Whistler's etched work. He is like Chopin-to praise him is to utter platitudes. But it may be said that these exhibits will grow less and less in the future; the Whistler vein has been exhausted. Already the Venetian series is vanishing from the market. Whistler has been translated among the gods; soon he may not be seen outside the museums. Alas! and the spurious Whistler etching is said to have appeared, though it should not deceive any but the blind, so exquisitely individual is the work of this artist. The illuminating article by Otto H. Bacher in the December Century should be read by all lovers of Whistler and then they should visit Knoedler's. The wonderful Traghetto" plate of Venice is there, the plate whose making is so eloquently described by Mr. Bacher, himself an etcher and pupil of the renowned "Jimmie," who was, perhaps, the greatest poet America has produced a true brother to Edgar Poe.

Three portraits of F. Percy Wild, a roung English painter, are to be seen at the chaus Gallery, 415 Fifth avenue. They

very decorative in treatment, -Albert Groll's landscape, with deep blue sky and finely painted cloud masses, is at this gallery. Mr. Groll recalls, in a way, the work of the late Julian Rix. It is instructive to see the canvases of the two painters juxtaposed. Rix was a poet in his evocation of summer skies, a poet who deserves a place near Tryon, Wyans and Martin at our eum. Not for him were the twilight and haunted pools of Wyant or the melan choly marshes of Tryon. He loved to sail in the sunshine with the rhythmic life of cloudland. You do not care for his foregrounds, so intense is the life of his upper atmospheric strata. Involuntarily you tilt your head back to scan those rich azure tones, those fleecy boulders of vapor, the under edges white with solar radiance. There is poetry, too, in daylight, the poetry of the blazing noon hour. Julian Rix felt

it deeply, expressed it adequately.

Mr. F. Hopkinson Smith has brought his ast summer's work to the Noe Galleries, 368 Fifth avenue, in the shape of thirty-seven water colors, many pure, some in gouache and a few in Smiths nian tones.

Mr. Herbert W. Faulkner of Paris shows ome water colors at the Powell Gallery, 983 Sixth avenue. There are twenty-six, chiefly devoted to Venice and the Albambra Under the Spanish set are pasted quota tions from Washington Irving. Very effec tive are some of these specimens of Mr. Faulkner's art. One recalls the "Toten Insel" of Böcklin in its disposition of dark green poplars and its unforced note of oly. No. 2, "Sunset from the Ramparts of the Alhambra," is excellent. Mr.

Faulkner strikes the popular note always. At Kraushaar's the caricatures in water colors of "Cir," a diverting artist who is in real life the Duke de Cirella, are on view and naturally attract much attention Mundane celebrities and musical actors and politicians are the themes of "Cir's" witty brush. You see Mr. Roosevelt, John Drew Anna Held, Lord and Lady de Grey-dining at the Carlton-the lady is marvellously hit off-Count Montesquieu, the hero of Huysman's "A Rébours," is arguing with dumpy Mathilde Serao, the Neapolitan novelis Victor Maurel posed against a concert cianoforte is accompanied by Paolo Tosti. Maurel is roaring or whispering a Tosti song. The composer is in ecstasies. Count Mensdorf, and, best of all, Lina Cavalieri, a study of a writhing spine and contorted corso-these are well worth a stop at Kraushaar's gallery.

A picture that is bound to sell well and be admired by many is at the American Art Galleries now. It is by Jean Beraudhis Socialistic Christ was the Salon's sensation once in Paris-and is called "The Casino at Monte Carlo," No. 196. It is not brilliant in coloring, though rather theatric in sentiment. It tells a familiar story that needs no comment. It belongs to the estate of the late John Daly.

Mr. P. McCarren of Brooklyn has been done in oils. "Done brown," sneeringly remarked an upper Fifth avenue statesman But then he is a friend of Mr. C. Murphy. Artist Thomas Eakins writes to THE SUN to say that the subject of his life size portrait at the Academy exhibition is Mrs. Frismuth, the lady who made the donation of a large musical instrument collection to the University of Pennsylvania. In THE SUN'S review of this picture it was conceded that Mr. Eakins had represented musical instruments, though the statement was the result of an archeological study of which we were proud at the time. As a matter of fact Mr. Eakins has depicted the donor of these instruments in a manner which absolutely precludes her right hand knowing what sh may do with her left. Thus are a scriptural injunction, art and philanthropy in pleasing comminglement.

### The Harriman Investigation From the Philadelphia Press.

Mr. Harriman has done with the of shareholders on a large scale what Mr. Leod did on a relatively small one with for personal profit. Mr. McLeod's scheme ended in disastrous bankruptcy. If Mr. Harriman's schemes are more fortunate, this does not change the character of the trans-

Nothing is safe if these things can be do Great railroads can be bought and looted in day. Cities and whole industries will find their trade and profits affected. Whole armies of railroad employees and the interests of tens of thousands of shareholders will

find themselves mere pawns in the game. It is a very serious matter that at the time when railroad corporations are on trial hese revelations are made tain to raise a stern demand that the respon ibility of directors and railroad officers, to the interests of their shareholders, shall be enforced by law. This legislation may not come in this Congress. It is certain to come in the next. It is idle to suppose that this rholesale abuse of great trusts by directors and a president, who are trustees for shareholders, can be laid bare without bringing the same storm which shook three great life nsurance companies to their foundation.

TO THE EDITOR OF THE SUN-SIF: I had one experience, not as a railroad man, but as a member of a "grand jury," by which I gained enlightenment on the negligence of railway engineers in disre garding or mistaking signals, and it might be of aterest to learn what information was derived in an investigation of a railroad wreck. A trait despatcher gives to the engineer either a red of green light—a red light means practically "stop" green light "caution, train on this block; if you train, you run it at your own risk. These are the instructions to the engineer as given in the book of instructions issued

aliroad company.

After careful investigation of many employees we learned that if an engineer should bring his train to a full stop at the display of a green light he would be discharged peremptorily. In with rules, so that in the event of an accident it can show itself blameless and the engineer If the engineer should follow literally the rules laid down in the book of instructions ould not hold his position for a single day.

Is would be of interest to know whether the fore-

roing is the rule and custom on all railroads, or was under investigation an isolated instance? NEWARK, January 9.

# No Coat for Nineteen Years.

From the South African Railway Magazine.

During the journey from Victoria Falls to Kimperley a big, sun browned man boarded the Zam-best express minus his coat, with his shirtsleeves rolled up. He took a seat at dinner and the chie steward remarked to him that as there were ladies present perhaps he would have no objection to putting on his coat. "Great Scotti" the man re-plied, "I haven't worn a coat for nineteen years. You will have to wait, my friend, until I can buy ne at Kimberley!"

### Trojan Questionings. TO THE EDITOR OF THE SUN-Sir: Which is the

product of the other, thought or action? Or, to be more" explicit: Does thought follow action or ction follow on the heels of thought? I hold that all thought follows or is produced by action-that thought is a sure enough ancestor worshipper; but I reserve my reason thers act on my suggestion. CARELESS DOZEN. TROY, January 8.

### No "Deacon" Out West. From the Kansas City Star.

"I wonder," said a man on the Northeast car this morning, "whether back East they still use deacon' as a title. Pack in Massachusetts when was a boy we always spoke of 'Deacon' Jones and 'Deacon' Piffle. But I haven't heard it out here. Two or three good friends of mine are deacons out nobody ever addresses them by the title. Won-

# Good Reason.

Stella-She puts all her money on her back. Bella-Well, that is where comments are made one, anyway.

THE SOCIALIST MILLENNIUM. Work Will Be But a Morning's Chore and

Everybody Will Enjoy It. TO THE EDITOR OF THE SUN-SIN alls your correspondent "S. N.," who propounds so many puzzling questions as to what color clothes we shall wear under 80cialism and how many citizens will be reuired to use the same toothbrush is what ile so many people: lack of imagination. If should move to Hackensack, where would buy my groceries? I don't know one single olitary grocer in all the State of New Jersey don't know of my own knowledge that there s one in all New Jersey. Without groceries should probably starve to death. Even if some Hackensack landlord should give me a beautiful home there free of charge, what good would it do me if I starved to death owing to the entire lack of groceries there? I'd better pay rent here than take

such chances.
What does "S. N." do for a living now?

How did he come to be in that business? Is it the thing that he would rather do than eat?

Or is it the thing that he went into because he could do better at it? Doesn't he find that any occupation is interesting if he doesn't have to work so long at it that he is all dragged out when quitting time comes Being "a hewer of wood and drawer of water classically the most degraded of employ, yet when I was camping last summer that was what I had to do. If I had had to do it all day long and nothing else I should have hated it; but because it was only a brief chora I enjoyed it. There isn't any work, I don't isn't good fun if there isn't too much of it to do, and under Socialism when the process of providing for our wants is organized with some kind of sense, for the good of all the onsumers of the goods and not as now for the good of the few who control the selling of goods, it will be perfectly possible to arrange it, with every able bodied person at tive work, so that the putting forth of all that we want will be no more than a morning's chore, a chore that will do us good and be a real pleasure. Lots of people who would dearly love to be mechanics are driven into the professions and into useless scheming, into occupations where they need not wear overalls, because there is more money in those parasitic occupations and because Turn the thing the other way around and make it more honorable to lay brick than to charge man more for a thing than it is worth, pay the plumber more than the absolutely idle and useless stockholder, and there would be very few disagreeable occupations. Those that were left could be rewarded until the requisite number were attracted to and en-

If a man wants to write poetry, or paint pictures, or play the plane, let him do it after he gets his morning's chore done. None of these things is a really productive employment that ought to be paid for. They're play. They're their own pay by good rights. We should have a lot more artistry under Socialism than we have now. A lot of "mute, inglorious Miltons" would be heard from because the life and soul would not be wrung out of them in the flerce effort to get enough to keep body and soul in the same suit of clothes. Works of art are not done for price, but because they're in the man and must come out if he has the chance to get hem out and doesn't have to live like a chicken, putting in the whole day to get

My dear "S. N.," if that's all that's troubling you about Socialism, you are not far from the kingdom. Look at the utter impossibilities that American ingenuity has achieved. Here is the writing machine on which I write this letter to you. A hundred years ago it one had proposed a writing machine they would have said: "Ah, but how are you coing to dot the i's and cross the t's? How can you make a sewing machine and run the needle through the cloth and pull it out or the other side and then stick it back through again and have it come right alongside the last stitch?" They did it, didn't they? Some-body had faith in American ingenuity to get away with any human problem just as soon as ever it came up against the problem. There's a whole lot of people in this country, and every one of them has at least one grain of sense. What one can't think of another can. Don't you honestly think we are ready for anything when we come up against it Then what's the use of worrying about how you'll poke your wings through at the back of your robe without mussing your feathers when you get to heaven? The thing to do right now is to get out of hell.

### AN ENGLISHMAN'S PLEA. Would Like to See British Friendlines

Toward America Reciprocated. TO THE EDITOR OF THE SUN-Sir: It will be most interesting to read the opinions of your readers on W. M. Coleman's letter entitled "Anglo-American Federation." which ppeared in THE SUN of January 5. I do not think for one moment that such a great scheme could be carried through. What I should like to see is a little more good feeling toward England by the American public. On the other side of the Atlantic Amercans are always looked upon as the closest of friends, and if even the name of Cousin Jonathan is mentioned or American patri-otic airs are performed by an orchestra they

meet with the greatest applause on the part of English audiences. In this city I have more than once heard an actor representing John Bull and the Union Jack hissed by audiences, which undoubtedly was owing to the ignorance of those who had never thought it worth their e to take note of English sentiment

toward this country.

As to the possibility of war between England and America over the Japanese ques-tion, I am confident that my country would rather break her alliance than fight her kin-AN ENGLISHMAN.

# NEW YORK, January 9.

Canals and Railway Rates. TO THE EDITOR OF THE SUN-Sir: Referring to do not lower rates on competing railroads, says

Pennsylvania State official. Hence he oppose canals," I venture to invite your attention, and. if he is fortunate enough to read THE SUN daily, the attention of the Secretary of Internal Affairs of the State of Pennsylvania, to these facts: 1. The parallel columns in said article showing an excess of freight charges by New York Centra over those of the Pe... aylvania Railroad do not tell the whole story, because, setting aside many other considerations, much of the Central's freight is hauled over lines with which no canal com-

2. I beg to refer to your own news col October 17, 1906, and specifically to the article headed "New York Central on Trial," which article clearly shows by its copies of letters submitted in evidence before the United States Circuit Court New York, on October 16, that It was necessa for the New York Central Railroad to grant a rehate of five cents per hundred pounds on sugar shipped west by the American Sugar Refining Company, in order to prevent said company from shipping is sugar during the season of navigation to Buffai by canal and then distributing it by Lake lines. It is submitted that the foregoing clearly filustrates that canals do serve to lower rates on com-ALPRED BROOKS FRY. peting railways.

### NEW YORK, January 9. The Gateway of Abyssinia

In his first commercial report American Consul-General Mowrer of Addis Abeba, Abyssinia, says that Jibuti, the principal harbor and settlement in the protectorate of French Land, of So, and and the seaport of Abyssinia, has no commo ce own, but is simply a forwarding centre. The chief factor that makes for the future Jibuti is the railway of 186 miles, to Dire-Daonal at the Abyssinian frontier. The scheme is to extend the line to Addis Abeba. By Jibuti Abyssinia now sends skins, ivory, was, coffee, musk and gum, and receives cotton, petroleum, sugar, bardware, alcohol, &c.

Jibuti has 330 Europeans, chiefly Governm and railway employees and merchants, and from 15,000 to 20,000 natives. The natives are employ as wharf coolies and as servants. Most of the firms and companies are in merce transit business. A list of those firms is file with the Bureau of Manufactures, Washingt D. C. With the completion of the rallway Abeba, says the Consul-General, the imme ural wealth of Abyssinia would be opened libuti would become the empo

-notwithstanding the Cape to Cairo Ra Harrar, the most productive province, is Jibuti, the gateway of Abyssinta.